OCEAN TRAVEL

Q. S. S. Co.

For June and July

An ideal voyage to a paradise of flowers. Steamers sail weekly from New York. For illustrated pumphlets, passages, etc., write to

A. E. Outerbridge & Co.

DOMINION LINE

NORTH GERMAN LLOYD

American Line.

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Sail from New York every Saturday for GLASGOW, VIA LONDONDERRY.

FRENCH LINE.

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DIRECT LINE TO HAVRE — PARIS (FRANCE).
Sailing every Saturday at 10 A.M.
From Pier 42, North river, foot of Morton street.
La Touraine... June 17 La Champagne.. July 8
La Bretagne... June 24 La Normandie.. July 15
La Gascogne... July 1 Le Bretagne... July 22
First-class passage to Havre, 365 and upward.
Gen'l Ag'ey for U.S. and Can., 32 Broadway, N.Y.
G. W. MOSS, U2) Pennsylvania, ave.
BELL & CO., 1408 G st. 6

mh18-tf

DIPLOMAT SECURES A DIVORCE.

Julio Carrie's Wife Had Husband

Living When She Married Him.

The New York Herald of today says: The

marriage of Julio Carrie to Adele Davis-

Carrie was annulled yesterday by the ver-

dict of a jury before Judge McAdam, in the

supreme court. The suit was brought by

Mr. Carrie, who has been connected with

the diplomatic service of Brazil for many

years. He was secretary of legation at Washington, and was sign acting minister

The marriage was unnulled on the ground

that Mrs. Davis-Carrie had a husband liv-

ing, Miguel Aleo, when Mr. Carrie married

her. Mrs. Carrie came to this country re-

Mr. Carris testified that in October, 1881.

while he was residing in Washington as acting Brazilian minister, he was intro-

duced to Mrs. Also by a member of the

and marry him. Subsequently, according to Mr. Carrie, she told him she had obtained

until 1895 that Mrs. Also had not been divorced. He placed the matter in the

an answer denying his allegations.

Mrs. Jane E. Scoville of Orange, N. J.,

Mrs. Aleo. Mrs. Scoville said she told her

that she could not do that, as she had known her as Mrs. Aleo when she resided

in 59th street. Mrs. Carrie then declared

that she would be ruined, and left.
Dr. Henry Lincoln de Zayas of Havana,

vho was an intimate friend of Mr. Aleo and

his wife, testified that Mr. Aleo died in the De Zayas family mansion, in Havana, on

December 5 last. He identified a photograph of Mrs. Carrie as that of the former

SPELLED HIS NAME S-P-Q-S.

Arraigned for Stealing Copper From

the Navy Yard.

success to help United States Commissioner

Morle, before whom he was arraigned in

Brooklyn yesterday on the charge of steal-

"What is your name?" asked the com-

The prisoner gave vent to a sound that

seemed to be the commingling of the hiss

of a punctured bicycle tire and the wheez-

Mr. Morie and his clerk asked him again and again, but were unable to write it out

or to write out any combination of letters

RECRUIT KILLS TWO CORPORALS.

Was Cleaning His Rifle When It Was

Accidentally Discharged.

Corporals Cummings and Bostle of Com-

pany F, 19th United States Regular Infan-

try, were killed last evening at Camp Meade

Murphy of Company B.

which would even suggest the sound which

ing copper from the navy yard.

ing of a Florida alligator.

From the New York Herald.

missioner.

there for four years.

suit to go by default.

WANTED—COUNTRY BOARD FOR FAMILY OF three for the summer, at or very near Chevy Chase; please give particulars. Address BOARD-ER, Star office.

WANTED - BOARDERS IN PRIVATE FAMILY large porches; airy rooms; good table; daily mail no children under 12. Address Mrs. O. T. FOU'l Kemptown, Frederick county, Md. je14-3t* ON FARM NEAR BROOKLAND, D. C.; BEAUTI-ful, shady grounds; good table; large, comforta-ble rooms; bath; carriage and horses; vegetables and chickens. Address FARM, Star office. jel3-3t*

to \$30 per month; large, well-furnished rooms, excellent table; elevation, 2,100 ft.; 85 miles from Washington; one mile from station; good fishing; fine drives; special rates to families. Mrs. E. D. CULLEN, Waterlick Station, Va. je13-3t*

THE EVERGREENS," FALLS CHURCH, VA. -25 minutes' ride by trolley and steam; shade; excel-lent water; table supplied from our own garden and cows; terms moderate. Miss M. E. NEWTON. 1e12-6t*

WASHINGTON COLLEGE (THE ECKINGTON) 3d and T sts. n.e. Opens to summer boarders June 1; rapid transit coolest place in the District. jel0-6t* WANTED-BY JULY 1, AT WOODSTOCK, VA., summer boarders, near river and mountain. For full particulars, terms, etc., call at 1628 New Jersey ave. n.w. je9-lw*

FIRST-CLASS B(ARI) IN THE MTS. OF VA.; 60 miler from Washington; shady lawn of 2 acres; large porches and tiry rooms; ice, milk, butter, fruit, chicken, lamb, &c.; free drives. F. H. MOSS, Markham, Va. LARGE, WELL-FURNISHED ROOMS; EXCEL

lent table; all home comforts; convenient to sta tion; \$25 per month; references. Address COUN TRY HOME, Box 116, Gaithersburg, Md. Je6-120 THE WASHINGTON GROVE HOTEL, MD.— Newly outfitted complete; first class in every re-spect; hot and cold baths; terms \$25 and \$30 per month; Met. Branch. Miss M. CHERRY, je3-lm* SPRING HILL FARM-A DELIGHTFUL SUM PRING HILL FARM A drive from Warren-mer home; about an hour's drive from Warren-ton, Va.; spacious porches; plenty of shade; fine garden. Address Mrs. L. B. FICKLIN, Casanova, Fauquier Co., Va. my17-co13t* C. R. SMITHEY, FORMERLY PROPRIETOR OF C. R. SSITHEY, FURMERLY PROPRIETOR OF Peach Grove summer resort, Wadesville, Va., will open June 1 at the famous Winterbourn Manor, the highest point between Baltimore and Washington, with its fine fruits, water and shade; 5 minutes' walk from Contee's station, on B. and O. R.R. Further information address my15-m,w,f,1m* C. R. SMITHEY, Laurel, Md. WANTED-BOARDERS IN PRIVATE FAMILY, 30 miles from Washington; four miles from Boyd's station, B. and O. R.R. Address Mrs. W. C. HENDERSON, Clarksburg, Montgomery co., Md.

SUMMER BOARDERS TAKEN AT PHILOMONT. Va., one of the most beautiful sections of Virginia; abundance of shade, fruit, ice, milk; spring beds; table unexcelled; dancing pavilion and other amusements. Address D. J. TAVENNER. jel-lm "LINGANORE HILLS INN," NEAR FREDERICK; situation high; large lawn; shade; porches; fishing; boating, etc.; telephone; references exchanged. For filustrated booklet, address Miss E. M. BROWN, Box F., Frederick, Md. my27-3m WANTED-12 NICE BOARDERS; ATTRACTIVE country home on farm; fruit and vegetables abundant; fishing, bathing, &c.; daily mail; 7 min.from S. R.R. BOOTON HERNDON, Dawsonville, Va.

WANTED-A FEW SELECT BOARDERS ON farm thirty miles from Washington, three from Boyd's; no children. Address Mrs. N. S. WHITE, Clarksburg, Montgomery county, Md. my18-1m*

EDUCATIONAL.

IN WASHINGTON. 724 11TH ST. N.W. French French conversation; rapid method to acquire command of language; to understand and be understood. Prof. F. P. COLLETTE-OLLENDORFF.

20 FRENCH LESSONS TO PRONOUNCE WELL easy, quick method to speak, read, understand fummer classes forming. School on car line MILE. V. PRUD'HOMME, 307 D st. n.w.

Shorthand, Summer Course ! High CONGRESSIONAL SCHOOL.

65 lessons, 5 hours each. Special low rates Civil service graduates. Day and evening. my26-1m WASH. PREP. SCHOOL, 1333 12TH ST.—SHORT-hand, Pitman, NEW, RAPID method; Typewrit-ing, CENSUS and CIVIL SERVICE exams.; Back-ward pupils helped. A. M. LAISE, Prin.my26-4tf National Capital University School, S22 Conn. ave. n.w. SCHOOL FOR BOYS. WARREN W. PHELAN, A. M., Head Master.

Chevy Chase. French and English School for Girls. Suburb of Washington French the language of the house. Mile. L. M. BOULIGNY, Frincipal. | Chevy Chase Miss C. PETTIGREW, Asst. Prin. | P. O., Md.

CENSUS OFFICE. Therough preparation for \$10. We prepare also for civil service. Call and see us. WOOD'S COM-MERCIAL COLLEGE, 311 East Capital st. mh21-tf LYNN'S BUSINESS COLLEGE, 8th & K.
Established 1876. Day and Night Sessions LYNN'S BUSINESS COLLEGE, SID & Established 1876. Day and Night Session \$5 - 25 - Preparation - 35 - CENSUS OFFICE EXAMINATION. ush29-3m

Pupils prepared for Examinations. Census ap3-tf.4

STELLMAN School of Shorthand Open All Summer. 911 G ST. N.W.

DAY AND NIGHT SESSIONS. French, GERMAN, Spanish. &c.

Ability in conversing acquired in a short time.

BERLITZ SCHOOL, 723 14th st.

Prof. A. GONARD. Principal. de22-5 POTOMAC RIVER BOATS.

THE WEEMS STEAMBOAT CO.

THE WEEMS STEAMBOAT CO.
POTOMAC RIVER ROUTE.
Summer Schedule in effect May 30, 1899.
Steamers POTOMAC and SUE leave 7th street
wharf every Tuesday, Thursday and Sunday at
4 p.m. for Baltimore and river landings.
All river freight must be prepaid.
Baltimore freight must be prepaid.
Passenger accommodations strictly first-class.
NTEPHENSON & BRO., Agents.
Office, 910 Pa. ave.

STEAMER WAKEFIELD,
FOR POTOMAC RIVER LANDINGS.
Leaves Wayington, D. C. (7th st. Ferry Wharf),
Mondays, 7 a m., for intermediate landings to Colonial Beach, Bushwood, Rock Pt., Colton's, Nomint Creek, Abell's, Leonardtown, Stone's, Howard
and Cohenn's. and Cobrum's.

Wednesday, 7 r.m., for intermediate landings to
Colonial Beach, Bushwood, Rock Point, Colton's,
Leonardtown, Abell's, Nomini Creek, Piney Point,
St. George's Island, Smith Creek, Coan and Yeocomico rivers.

E. S. BANDALL'S POTOMAC RIVER LINE.

Steamer HARRY RANDALL will leave River
View wharf Sundays, Tuesdays and Thursdays at
7 a.m., landing at Colonial Beach, Chapel Point
and all wharvs as far down as Lower Machodoc.
Returning on Mondays and Wednesdays at 7 p. ...

UNITED STATES MAIL BOUTE,
WASHINGTON, D. C. TO GLYMONT, MD.,
and intermediate landings.
The new Steamer ESTELLE LANDALL, daily,
except Sunday, 9:30 a.m. Returning about 3 p.m.
Passenger accommodations first class. Freight
received until the bour of sailing.

B. S. RANDALL,
Proprietor and Manager.
GEO. O. CARPINTER, General Agent, Washington,
MM. M. REARDON, Agent, Alexandria, ja26-tf,28

HOTELS.

THE LEESBURG INN, LEESBURG, LOUDOUN county, Va—Large rooms; plenty of shade; all of the modern conveniences; terms, \$6 to \$8 per week. W. T. PETERS, Manager. je6-1m-4

The Cairo Hotel Washington, D. C.

New fourteen story, modern steel-frome, firepruilding. Excellent cuisine.

TOURISTS

Can sleep in this Washington's finest and most popular hotel without fear of destruction by fire. Remember the Windsor Hotel holocaust and avoid firetraps. Illustrated pamphlets sent on request.

RATES. \$3.50 up, according to location. en21-21tf Special for term. MEDICAL

Dr. Leatherman, Expert speci-list in the curs of all special dis-eases of n-en and women. Consultation free. Daily, 9 to 12, 2 to 5; Tues., Thurs. and Sat. evenings. 7 to 8. 602 F n.w. Closed on Sunday. my20-1m*

Dr. Czarra, Specialist. Trents all chronic and special maladies of men women. X rays, electro-static, galvanic Fura-tic electricity and all modern appliances in use, consultation free. Office hours from 10:30 to 5:50, losed Sunday. 619-621 Panna. ave. n.w., Metro-

RAILRUADS.

205 p.m.
For Gaithersburg and way points, week days, 130 a.m. 12:50, 3:00, 4:33, 5:35, 7:05, 11:25, 10:15.
Sundays, 0:00 a.m., 1:15, 4:33, 7:05, 10:15

p.m. For Washington Junction and way points, 9:00 a.m., 4:30, 5:30 p.m. week days; 9:00 a.m., 1:15

1:15 and 3:00 p.m. week days.

For Cape May, 12:05 noon.
†Except Sunday.

Bsggage called for and checked from hotels and residences by Union Transfer Co. on orders left at ticket offices, 619 Pennsylvania avenue n.w., New York avenue and 15th street, and at Depot.

F. D. UNDERWOOD,

Gen Manager.

Mgr. Pass. Traffic.

Tuesday and Friday to San Franchise, 4:01 P.M.—Local for Front Royal, Strasburg and Harrise nburg, daily, except Sunday.
4:30 P.M.—Local for Charlottesville daily.
9:20 P.M.—Daily.—NEW YORK AND FLORIDA EXPRESS, carries Pullman luffet, Sleeping cars New York and Washington to Tampa, via Savannah and Jacksonville, and to Augusta, via Columbia, with connection for Aiken.

PENNSYLVANIA RAILROAD.
STATION CORNER OF SIXTH AND B STREETS.
7:55 A.M. WEEK DAYS. PITTSBURG EXPRESS.
—Parlor and Dining Cars Harrisburg to Pitts.

-Sleeping Car Washington to St. Louis, and Sleeping and Dining Cars Harrisburg to In-diampolis, St. Louis, Nashville (via Cincin-nati) and Chicago.

nati) and Chicago. :20 P.M. WESTERN EXPRESS.—Pullman Sleep-

ing Car to Pittsburg and Chicago. Dining Car

man Sleeping Cars Washington to Pittsburg and Harrisburg to St. Louis, Cleveland and Cin-cincati. Diring Car. Connects for Louisville

via Cincinnati. 10 P.M. PACIFIC EXPRESS.—Pullman Sicep-

Niagara Falis daily, except Sunday,

10:50 A.M. for Elmira and Renovo daily, except
Sunday, For Williamsport daily, 3:30 P.M.

7:20 P.M. for Williamsport, Rochester, Erie, Buffalo and Niagara Falis, daily, except Saturday, with Sleeping Car Washington to Rochester.

10:40 P.M. for Erie, Canandaigua, Rochester, Buffalo and Niagara Falis daily. Pullman Sleeping Car Washington to Rochester Saturdays only.

5:40, 6:15, 6:50, 7:20, 10:00, 10:40 and 11:50 P.M.

For Pope's Creek Line, 7:55 A.M. and 4:31 P.M. week days. Sundays, 9:05 A.M.

For Annapolis, 7:00 A.M., 12:15 and 5:40 P.M. daily, except Sunday. Sundays, 9:00 A.M. and 4:20 P.M.

Express for Florida and points on Atlantic Coast Line, 4:30 A.M., 3:46 P.M. daily; Richmond only, 11:45 A.M. week days; Atlanta Special, via Richmond and Seaboard Air Line, 5:00 P.M. daily, Accommodation for Quantico, 7:45 A.M. daily and 4:25 P.M. week days.

SEASHORE CONNECTIONS.

For Atlantic City (via Delaware River Bridge, allrail route), 12:45 P.M. week days (through Pullman Buffet Parlor Car), 3:15 (4:00, "Congressional Limited") P.M. daily. Via Market Street Wharf, 10:00 and 11:00 A.M., 12:45 P.M. week days, 11:50 P.M. daily. Saturdays only, 9:00 A.M.

For Cape May, 11:00 A.M. week days, 11:50 P.M.

only, 9:00 A.M. week days, 11:50 P.M. daily, 10:00 A.M. Saturdays only.

Ticket offices, corner Fifteenth and G streets and t the station, Sixth and B streets, where orders an be left for the checking of baggage to destination from hotels and residences.

tion from hotels and residences.

Telephone call "1441" for l'ennsylvania Railroad
Cab Service.

b Service.
B. HUTCHINSON,
General Manager.
General Passenger Agent.

WASHINGTON, ALEXANDRIA AND MT. VERNON RAILWAY COMPANY,
From Station, PENNSYLVANIA AVENUE and 13½ STREET.
In effect May 1, 1899.
For Alexandria, week days—6:30, 7:04, x7:34, 8:00, 8:35, 8:50, 9:25, 10:00, 11:00, 11:45 A.M., x12:05, 12:20, 1.00, x1:20, 1:45, 2:00, *x2:18, 2:40, x3:00, 3:25, x8:59, x4:15, 4:50, 5:05, x5:20, 5:40, x6:04, 6:30, 7:06, 7:35, 8:00, 9:00, 10:00, 11:20, 11:30 P.M.
Sundays—7:45, 9:00, 9:45, 10:30, 11:15 A.M.

11:50 P.M. Sundays—7:45, 9:00, 9:45, 10:30, 11:15 A.M., 12:00 noon, 12:45, 1:30, 2:15, 3:00, 3:45, 4:30, 5:15, 6:00, 6:45, 7:30, 8:15, 9:00, 10:60, 11:20,

5:15, 6:00, 6:45, 7:30, 8:15, 9:00, 10:00, 11:20, 11:50 P.M. For Mt. Veroon, week days—6:30, 8:00, r10:00, 11:00 A.M., x12:05, x1:20, x2:00, x3:00, x3:50, 7:06, 9:00 P.M. Sundays—9:00 A.M., 12:00 Ncon, 2:15, 3:45, 6:45, 9:00 P.M.

6:45, 9:00 P.M.

For Arlington and Aqueduct Bridge, week days—
8:00, 18:35, 8:59, 19:25, 10:00, 11:00, 112:05, 112:20, 1:00, 11:45, 2:00, 12:40, 13:00, 3:25, 14:15, 5:05, 15:20, 6:04; 6:30, 7:06, 8:00 P.M.

Sundays—7:45, 9:00, 9:45, 10:30, 11:15 A.M., 12:00 noon, 12:45, 1:30, 2:15, 3:00, 3:45, 4:30, 5:15, 6:00, 6:45, 7:30, 8:15 P.M.

Parcels carried on all trains. Baggage checked. (x) Express. (*) To St. Asaph only. (!)! To Arlington only.

J. COLVIN, Superintendent. my1

Intended steamship sailings from Vancouver.

JAPAN, CHINA AND PHILIPPINE ISLANDS

EMPRESS OF JAPAN ... June 19, Aug. 21, Nov. 6
EMPRESS OF JAPAN ... June 19, Aug. 21, Nov. 6
EMPRESS OF CHINA ... July 10, Sept. 11, Dec. 6
EMPRESS OF INDIA ... July 31, Oct. 6
HAWAHAN ISLANDS, FIJI AND AUSTRALIA:
WARRIMOO ... June 20 | AORANGI ... July 27
For rates apply 353 Broadway and 65 Wall st.,
N. Y., or W. WINDOM MERKLE, 1229 Penn. ava.

Chicago.

P.M. SOUTHWESTERN EXPRESS.—Pull-

BALTIMORE AND OHIO RAILROAD. Schedule in effect June 10, 1899.

Leave Washington from station corner of New Jersey avenue and C st.

For Chicago and Northwest, Vestibuled Limited trains 10:35 a.m., 8:05 p.m., daily,

For Cincinnati, St. Louis and Indianapolis, Express, 10:35 a.m. Vestibuled Limited, 3:40 p.m. Express 12:05 night, daily.

For Pittsburg and Cleveland, 10:35 a.m. and 8:30 and 11:55 p.m. daily. For Pittsburg and Cleveland, 10:35 a.m. and 8:30 and 11:55 p.m., daily.

For Columbus, Toledo and Detroit, 12:05 night.

For Winchester and way stations, \$9:00, 10:55 a.m., and \$6:30 p.m.

For Luray, 3:40 p.m. daily.

For Baltimore, week days, x2:35, 5:00, 6:30, x7:05, x7:10, x8:00, x8:30, 8:35, x9:30, x10:90 a.m., x12:05 n. 12:15, x1:15, x3:00, x3:30, x3:35 x4:30, 4:35, x5:05, x5:10, x5:30, x6:20, 6:30, x8:00, 8:30, x10:00, 11:30, x11:50 p.m. Sundays, x2:35, x7:05, x7:10, x8:00, 8:30, x8:00, m., x12:05, 1:00, x1:15, x3:00, 3:35, x3:5, x5:05, x5:10, 6:30, x8:00, x10:00, 11:30, x11:50 p.m. x3:00, 3:35, 4:35, x5:05, x5:10, 0:30, x5:06, x5:06, x10:10:11:30, x11:50 p.m.

For Annapolis, 7:10 and 8:35 a.m., 12:15 and 5:30 p.m. Sundays, 8:30 a.m., 4:35 p.m.

For Frederick, week days, 9:00 a.m., 10:55, 4:30, 5:30 p.m. Sundays, 9:00 a.m., 1:15 p.m.

For Hagerstown, 10:35 a.m. and 15:30 p.m.

For Boyd and way points, week days, 9:00 a.m., 1:15, 7:05 p.m.

CHESAPEAKE AND OHIO RAILWAY.

THROUGH THE GRANDEST SCENERY OF AMERICA. ALL TRAINS VESTIBULED, ELECTRIC LIGHTED, STEAM HEATED.

ALL MEALS SERVED IN DINING CARS. STATION. SIXTH AND B STREETS.

Schedule in effect June 1, 1899.

2:20 P.M. DAILY—Cincinnati and St. Louis Special—Solid train for Cincinnati, Pullman Sleepers to Obcinnati, Lexington, Louisville, Indianapolis and St. Louis, without change. Parlor Car Covington, Va., to Virginia Hot Springs. Parlor Care Cincinnati to Chicago.

11:10 P.M DAILY—F. F. V. Limited—Solid train for Cincinnati. Pullman Sleepers to Cancinnati, Lexington and Louisville without change. Tuesday. Thursday and Saturday. Observation Car Hinton to Cincinnati. Sleepers Cincinnati Carlington and Louisville without change, Tuesday. Thursday and Saturday. Observation Car Hinton to Cincinnati. Sleepers Cincinnati to Chicago and St. Louis.

2:20 P.M. DAILY—For Gorgonsville, Charlottesville, Staunton daily, and for Richmond daily, except Sunday.

Reservation and tickets at Chesapeake and Obia 2:20 P.M. DAILY-For Gordonsville, Charlottes-ville, Staunton daily, and for Richmond daily, ex-cept Sunday.

Reservation and tickets at Chesapeake and Ohio offices, 513 Pennsylvania avenue, 609 14th st., near F, and at the station. Telephone call 1441 for Pennsylvania Railroad cab service.

H. W. FULLER, General Passenger Agent. ap29-30d

RAILROADS.

PIANOS AND ORGINS.

\$400 Piano a.m., 4:30, 5:30 p.m. week days; 9:00 a.m., 1:15 p.m. Sundays, p.m. Sundays, Sundays, week days, 9:30 a.m., 4:30 p.m. Sundays, 9:35 a.m., 1:30 and 3:15 p.m. ROTAL BLUE LINE.

All trains Huminated with Pintsch light. For Baltimore, Philadelphia, New York, Boston and the east, week days, 7:95, 8:30, 10:90 a.m., 12:05, 1:15 p.m. (Dining Cars), 3:90 "Royal Limited," Exclusively Pulman Train, Dining Car, 5:95 (Dining Car), 8:90, 11:50 and 2:35 night; (Sleeping Car open at 10:00 o'clock). Sundays, 7:05, 9:00 a.m., 12:05 noon, 11:50 Dining Car, 3:00, 5:05 Dining Cars, 8:90, 11:50 (Sleeping Car open 10 o'clock) and 2:35 night.

Parlor Cars on all day trains.
For Atlantic City, 10:90 a.m., 12:05 noon, and 1:15 and 3:00 p.m. week days. 12:05 noon, Sundays, For Cars May, 12:05 noon. Almost new \$165 cash

Here's a startler for an economical Plane buyer. A Splendid Upright Grand Piano, mahogany case, full, sweet tone, splendid action, for \$165 each. Cost originally \$400, and is GRIMES PIANO EXCHANGE, 913 Pa. ave. je13-16d

KRAKAUER UPRIGHT. HUGO WORCH, my10-6m,8 923 F ST. N.W.

Summer Sale of UPRIGHT PIANOS.

SOUTHERN RAILWAY.

Schedule in effect May 7, 1899.

All trains arrive at and leave from Pennsylvania passenger station.

8:01 A.M.—Daily.—Local for Danyille, Charlotte and way stations. Connects at Manassas for Strasburg and Harrisonburg daily, and at Lynchburg with the Norfolk and Western daily, and with C. and O. R.R. for Natural Bridge daily, and Lexington daily except Sunday.

11:15 A.M.—Daily.—THE UNITED STATES FAST MAIL. Pullman Sleepers, New York and Washington to Jacksonville, uniting at Salisbury with sleeper for Asheville and Hot Springs, N. C.; Knoxville, Chattanooga and Memphis, Tenn., and at Charlotte with Sleeper for Augusta. Sleeper New York to New Orleans, uniting at Charlotte with Sleeper for Atlanta and Birmingham. Solid train Washington to New Orleans without change, Dining Car service. Sunset Personally Conducted Tourist's Excursion Sleeper on this train every Tuesday and Friday to San Francisco without change.

4:01 P.M.—Local for Front Royal, Strasburg and \$100, \$125, \$150, \$175. These Pianos have been out at rent, and as a rule are only slightly used, and therefore, for all practical purposes, as good as the day they were made. At the prices named we will sell only for cash, and will not take old instruments in part payment. If you wish a good, reliable instru

at a very moderate price this is your opportunity. JOHN F. ELLIS & CO., 937 PENNA. AVE. N.W

KNABE'S

You will fird just what you want in a GRAND, UPRIGHT, SQUARE PIANO, or ORGAN, at sur-prisingly low figure and reasonable terms PIANOS FOR RENT, TUNING AND MOVING. Until August 31 we will close our 5 p.m., and Saturdays at 1 p.m.

nah sud Jacksonville, and to Augusta, via Columbia, with connection for Alken.

9-20 P. M.—Dally.—WASHINGTON AND CHATTANOOGA LIMITED VIA LYNCHBURG, with Sleepers New York and Washington to Memphis and New Orleans through Bristol. Cafe. Parlor and Observation Car Letween Radford, Va., and Attal.a, Ala., serving all meals.

10:45 P.M.—Dally.—WASHINGTON AND SOUTH-WESTERN VESTIBULED LIMITED, composed of Pullman Vestibuled Sieepers, Dining Cars and Day Coaches. Sleepers New York to Nashville, Tenn., via Ashville, Knoxville and Chattanooga; New York to Memphis, via Birmingham; New York to New Orleans, via Atlanta and Montgomery. Observation Car New York and Washington to Atlanta. Vestibuled Day Coach Washington to Atlanta. Southern Railway Dining Car Greensboro to Montgomery. Wm. Knabe & Co.. 1422 Pa. Ave. N.W., je7-21tf

THE STEINWAY

and other leading Pianos, new and slightly used, constantly in stock. Instruments sold on time if desired. Everything in the music line. E. F. Droop & Sons,

925 PENNA. AVE., SOLE AGENTS STEINWAY AND OTHER ap22-tf

HAZELTON

For fifty years regarded as the most expensively made Plano of America.

lanta. Vestibuled Day Couch Washington Astlanta. Southern Railway Dining Car Greensboro' to Montgomery.

TRAINS ON WASHINGTON AND OHIO DIVISION leave Washington 9:91 a.m. daily and 1:90 p.m., 4:45 p.m. daily, except Sunday, and 6:25 p.m. Sundays only for Round Hill; 4:35 p.m. daily, except Sunday, for Leesburg, and 6:25 p.m. Jaily for Herndon. Returning, arrive at Washington 8:26 a.m. and 8:40 p.m. daily, and 2:45 p.m. daily, except Sunday, from Heundon, and 8:34 a.m. daily, except Sunday, from Herndon, and 8:34 a.m. daily, except Sunday, from Leesburg.

Through trains from the south arrive at Washington 6:42 a.m., 7:40 a.m. and 2:20 p.m. and 9:05 p.m. daily; Harrisonburg, 12:00 noon daily, except Sunday, and 9:05 p.m. daily and 8:30 a.m. daily from Charlottesville

Tickets, sleeping car reservations and other information furnished, and baggage called for and checked from Hotels and Residences by Union Transfer Company, on orders left at Ticket Offices, 705 Fifteenth st. n.w., 5-1 Pennsylvania avenue n.w., and at Pennsylvania Passenger Station. Telephone call 1441 for Pennsylvania Railroad Cab service. SOLD ONLY AT Pfeiffer's PianoWarerooms 929 F STREET

FRANK S. GANNON, 3d Vice Prest. & Gen. Mgr. J. M. CULP, Traffic Manager. W. A. TURK, General Passevger Agent. L. S. BROWN, General Agent. je5 FOREIGN POSTAL SERVICE WASHINGTON, D. C., POST OFFICE NOTICE. rOREIGN MAILS are forwarded to the ports of sailing daily, and the schedule of closings is ar-ranged on the presumption of their uninterrupted overland transit. For the week ending June 17 the last connecting closes will be made from this office as follows: A.M. PENNSYLVANIA LIMITED.-Pull-150 A.M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Cars Harrislurg to Chicago, Cincinnati, Indianapolis, St. Louis, Cleveland and Toledo. Buffet Parlor Car to Harrisburg.
 150 A.M. FAST LINE.—Pullman Buffet Parlor Car to Harrisburg. Buffet Parlor Car Harrisburg to Pittsburg.
 130 P.M. CHICAGO AND ST. LOUIS EXPRESS.—Sleeping Car Washington to St. Louis, and

office as follows:

TRANSATLANTIC MAILS.

WEDNESDAY—(b) At 9:15 P.M. for EUROPE, per s.s. Auguste Victoria,* from New York, via Cherbourg, Southampton and Hamburg. (c) At 11:95 P.M. for NEITHERLANDS direct, per s.s. Edam, from New York, via Amsterdam, Letters nust be directed "Per Edam."

FRIDAY—(b) At 7:15 P.M. for FRANCE, SWITZ-ERLAND, FLALY, SPAIN, PORTUGAL, TURKEY, EGYPT and BRITISH INDIA, per s.s. La Touraine, from New York, via Havre, Letters for other parts of EUROPE must be directed "Per La Touraine." (b) At 7:15 P.M. for EUROPE La J. S. Campanie.

other parts of EUROPE most be directed "Per La Touraine." (b) At 7:15 P.M. for EUROPE, per s.s. Campania, from New York, via Queenstown. Letters for FRANCE, SWITZERLAND, ITALY, SPAIN, POETGAL, TURKEY, EGYPT and BRITISH INDIA must be directed "Per Campania." (c) At 11:05 P.M. for NETHERLANDS direct, per s.s. Amsterdam, from New York, via Rotterdan. Letters must be directed "Per Amsterdam." (c) At 11:05 P.M. for SCOTLAND direct, per s.s. Furnessia, from New York, via Glasgow. Letters must be directed "Per Furnessia." ing Car to Pittsburg. PRINTED MATTER, ETC.—German steamer

sailing from New York on Tuesdays take printe matter, etc., for GERMANY and specially ac-dressed printed matter, etc., for other parts of EUROPE ing Car Washington to Rochester Saturdays conly.

FOR PHILADELPHIA, NEW YORK AND THE EAST.

4:00 P.M. "CONGRESSIONAL LIMITED," daily, all Parlor Cars, with Dining Car from Baltimore. Regular at 7:00 (Dining Car), 7:20, 7:55, 8:15, 9:00, 10:00 (Dining Car) and 11:00 (Dining Car) from Wilmington) A.M., 12:45, 3:15, 5:00 (Dining Car from Baltimore), 6:50, 10:00 and 11:50 P.M. On Sunday, 7:00 (Dining Car), 7:20, 8:15, 9:90, 11:00 (Dining Car from Wilmington) A. M., 12:15, 5:10 (Dining Car from Baltimore), 6:50, 10:00 and 11:50 P.M. Hor Philadelphia only, Express, 12:15 P.M. week days, 2:01 and 5:40 P.M. daily.

For Boston, without change, 7:55 A.M. week days and 5:90 P.M. daily.

For Baltimore, 6:20, 7:00, 7:20, 7:55, 8:15, 9:00, 10:00, 10:50, 11:00 A.M., 12:15, 12:45, 12:58, 2:01, 3:15, 2:30 (4:00, Limited), 4:20, 4:31, 5:00, 5:40, 6:15, 6:50, 7:20, 10:00, 10:40, 11:15 and 11:50 P.M. On Sunday, 7:00, 7:20, 8:15, 9:00, 9:05, 10:50, 11:00 A.M., 12:15, 1:15, 2:01, 3:15, 3:30 (4:00, Limited), 4:20, 5:00, 5:40, 6:15, 6:50, 7:20, 10:00, 10:40 and 11:50 P.M.

For Pope's Creek Line, 7:55 A.M. and 4:31 P.M.

matter, etc., for GERMANY and specially addressed printed matter, etc., for other parts of EUROPE.

American and White Star steamers sailing from New York on Wednesdays, German steamers from New York on Wednesdays, German steamers from New York on Thuisdays and Cunard, French and Gernan steamers from New York on Saturdays take printed matter, etc., for all countries for which they are advertised to carry mails.

MAILS FOR SOUTH AND CENTRAL AMERICA.

WEST INDIES, ETC.

WEDNESDAY—(c) At 11:05 P.M. for Sf. THOMAS, ST. CROIN, LEEWARD and WINDWARD ISLANDS, and DEMERARA, per s.s. Madiana, from New York. Letters for GRENADA and TRINIDAD must be directed "Per Madiana." (c) At 11:05 P.M. for PROVINCE OF SANTIAGO, CUBA, per s.s. Cienfuegos, from New York. (c) At 11:05 P.M. for LA PLATA COUNTRIES, per s.s. Perana, from New York. (c) At 11:05 P.M. for RINAGUA and HAITI, per s.s. South Cambria, from New York.

THURSDAY—(b) At 2:30 P.M. for JAMAICA, per steamer from Boston.

FRIDAY—(c) At 11:05 P.M. for FORTUNE ISLAND, JAMAICA, SAVANILLA and CARTHAGENA, per s.s. Adirondack, from New York. Letters for COSTA RICA must be directed "Pcr Adirondack," (c) At 11:05 P.M. for PORTUNE ISLAND, JAMAICA, SAVANILLA and CARTHAGENA, per s.s. Andes, from New York. (e) At 11:05 P.M. for PORTUNE ISLAND, JAMAICA, Per s.s. Andes, from New York. (e) At 11:05 P.M. for PORTUNE ISLAND, JAMAICA, Per s.s. Andes, from New York. (e) At 11:05 P.M. for PORTUNE ISLAND, JAMAICA, per s.s. Andes, from New York. (e) At 11:05 P.M. for PORTUNE ISLAND, JAMAICA, per s.s. Andes, from New York. (e) At 11:05 P.M. for PORTUNE ISLAND, JAMAICA, per s.s. Andes, from New York and CARTHAGENA, via Curacao, per s.s. Philadelphia, from New York. (e) At 11:05 P.M. for PORTO RICO, via San Juan; VENEZUELA and CURACAO, also SAVANILLA and CARTHAGENA, via Curacao, per s.s. Philadelphia, from New York. (e) At 11:05 P.M. for PORTO RICO, via San Juan; VENEZUELA and CURACAO, also SAVANILLA and CARTHAGENA, via Curacao, per s.s. Philadelphia, from New York. (e) At 11:05 P.M. for PORTO RI Mails for MIQUELON, by rail to Boston and bence via steamer, close here daily at 3:15 Mails for MEXICO overland close here daily at :05 P.M. (d) CUBA MAILS close here via Port Tampa, Fla. undays, Wednesdays, Thursdays and Fridays a

7:05 P.M. (d)
CUBA MAILS close here via Port Tampa, Fla., Sundays, Wednesdays, Thursdays and Fridays at 3:00 P.M. (f)
Via Mismi, Fla., Mondays, Tuesdays and Saturdays at 10:30 A.M. (f)
TRANSPACIFIC MAILS.
Mails for CHINA and JAPAN, per s.s. Tacoma, from Tacoma, close here daily at 6:35 P.M. up to June 15. (d)
Mails for HAWAH, per s.s. Australia, from San Francisco, close here daily at 6:35 P.M. up to June 23. (d)
Mails for AUSTRALIA (except West Australia), HAWAH and FIJI ISLANDS, per s.s. Warrimoo, from Vancouver, close here daily at 0:35 P.M. up to June 23. (d)
Mails for the SOCIETY ISLANDS, per ship Tropic Bird, from San Francisco, close here daily at 6:35 P.M. up to June 25. (d)
Mails for AUSTRALIA (except those for West Australia, which are forwarded via Europe), NEW ZEALAND, HAWAH, FIJI and SAMOAN ISLANDS, per s.s. Mariposa, from San Francisco, close here daily at 6:35 P.M. after June 23 and up to July 7. (d)
PHILIPPINE ISLANDS (commercial mail), dispatched the same as that for CHINA and JAPAN. PHILIPPINE ISLANDS (military mail), dispatched to San Francisco at all closes for that office to connect government transports, the sailings of which are irregular.

(a) Registered mails close at 10:00 A.M. same day.

(b) Registered mails close at 1:00 P.M. same

(b) Registered mails close at 1:00 P.M. same (c) Registered mails close at 6:00 P.M. same day.

(d) Registered mails close at 6:00 P.M. previous day.
(h) Registered mails close at 6:00 P.M. previous JAMES P. WILLETT, Postmaster. New Assistant Paymasters

The appointments of Victor H. Jackson

and John R. Sanford as assistant paymasters in the navy were announced at the Navy Department today. SANITY QUESTIONED

The Strange Conduct of Frederick C. BERMUDA. Kenyon.

EXAMINATION ORDERED BY THE COURT

Agts. Quebec S. S. Co., Etd., 3B/Broadway, N. Y.
ARTHUR AHEAM, Secretary, Quebec.
Or G. W. MOSS, 921 Pelana, afc., Washington,
my17-w,f,m,tojy14,in-20 Evidence Given by Officials of Department of Agriculture. Fast Twin-screw Service.

BOSTON TO QUEENSTOWN AND LIVERPOOL.
U. 8 msii stesuer. Bilge Keels, salling from Fitchburg It. R. Docks. Boston, as follows:
New Engiand, May 3, 31, July 5.
Canada, May 17, June 14, July 12.
Derbyshre, June 21, July 19, August 16.
Reduced rates: Saloon passage, 360 and upward; second cabin, \$37.50; third class, \$25.50.
For passage, plans and information, apply to the company s office. 103 State st., Boston, Mass.

my1-m, w&t.om.14

LONG STANDING TROUBLE

Frederick C. Kenyon, a young scientist lately attached to the Department of Agriculture, was arrested yesterday at the direction of Col. Andrew Geddes, chief clerk FAST EAPRESS SERVICE.
CHERBOURG, SOUTHAMPION, BREMEN.
Suing at 10 A.M.
*Kaiser Fried...June 20 | *Auls. Wm. d. Gr. July 4
Trave...June 27 | Lahn...July 11
*Twin-screw Eapress Steamers.
SOUTHAMPION, BREMEN. of the department, and taken to the fourth precinct station, where he was held without bail on a charge of disorderly conduct. Bail was refused because it was deemed necessary to restrain Mr. Kenyon of his liberty until inquiry can be made by the proper officials into his mental condition, and he is held in custody under order made today by Judge Kimball, in order that arrangements may be made therefor.

SOUTHAMPTON, BREMEN.
Twin-screw Passerger Service.
Prinz Reg. Luitpoid. Taunsday, June 15, 10 A.M.
Barbarossa. Saturday, June 24, 4 P.M.
Koenight Luise. Thursday, June 29, 16 A.M.
GIBRALTAR, NATLES, GENOA
Sailing at 11 A.M.
Saale. June 24 Ems. July 15
Aller. Juny 1 Trave. July 29
GELRICHS & CO. NO. 2 BOWLING GREEN.
Apply to E. F. DROOP, 925 Pa. ave.,
ap21toju20 Agent for Washington. Mr. Kenyon is a native of Connecticut, about thirty-one years old and unmarried. He has been employed in the Department of Agriculture for about two years, during which time, it is said, he has given many FAST EACHESS SERVICE.

NEW YORK—SOUTHAMPTON LONDON.
CALLING WESTBOUND AT CHERBOURG.
Sailing wednesdays at 10 A.M.

New York. June 21 New York. July 12
St. Paul. June 22 St. Paul. July 19
St. Louis. July 5 New York. Aug. 2 evidences of eccentricity. Some months ago his conduct in the department toward his superiors and his fellow-clerks became unbearable on account of his irritability, and he was dismissed. He refused to stay away from his desk, however, and, after the lapse of three weeks, he was restored to St. Louis...July 5 | New York...Aug. 2
PHILA: CLPTHA - QUEENSTOWN - LIVERTOOL
SERVICE. - Sailing Saturdays.

*Belgen'd June 17, 4 pm *Belgen'd July 22, 9 am

*Penn'd June 24, 10 am *Penn'd July 29, 2:30 pm

*Rhynland...July 1, 4 pm *Rhynl'd Aug. 5,8:30 am

*Waesl'd July 8, 9:30 am *Waesl'd Aug. 12,1:30pm the rolls. There was no change in his conduct, and again it was determined to dismiss him. Upon learning this he was allowed to resign, upon his own request, to take effect February 6, but still he refused to leave the department, although drawing no pay. In the last few days his associates have become afraid of him, and yesterday, NEW 10RK-ANTWERF-PARTS.

Every Wednesday at 12 noon.

*Southwark...June 21 | *Kensington...July 5
Westernland...June 28 | Noordland....July 12

*These steamers carry only cabin and third-class
passengers at low rates.

1NTERNATIONAL. NAVIGATION COMPANY.
Piers 14&15, N.R. Office, 73 Broadway, New York.
Philadelphia office, 205-307 Wainut st.
WASHINGTON OFFICE, 1306 F st. n.w., or
Geo. W. Moss, Agent. 921 Penns. ave. se27 as a last resort, he was taken into custody He was courteous and polite to the police men when placed under arrest, and gave no trouble. It was noticed, however, that he seemed to be mentally troubled, and when questions were propounded would an-swer them but partially, stopping short of

a complete sentence. Arraigned in Police Court.

Kenyon was today arraigned before Judge Kimball in the Police Court, on a charge of being a disorderly person. He was held for an examination as to his

GLASGOW, VIA LONDONDERRY.
Salo in Passage, \$50 and upward.
Second Cabin, \$30 and \$35;
Steerage Passage, \$23.50 to \$25.50.
For Book of Tou s and information apply to
HENDERSON BROTHERS.
General Agents, 7 Bowling Green, New York,
Or E. F. DROOP & SONS, 925 Penna. ave.,
Or G. W. MOSS, 921 Pa. ave. n.w.; A. L.
VELATI, 1408½ G st. u.w., Washington.
ap17-3m,15 mental condition. Mr. Albert F. Woods of the division of parnology, at the Department of Agricul-ture, testified that the troubles at the de-partment with Kenyon began nearly a year ago. his conduct was so objectionable, being regarded as domineering and injust that the matter was called to the attention of Col. Andrew Geddes, chief clerk of the department. The latter, after talking with Kenyon about the matter and finding that he could effect no improvement, informed Secretary Wilson of the state of affairs.

Matters continued to grow worse, said
the witness, and Kenyon was directed to show cause why he should not be removed from his position, which removal eventual

Col. Geddes told Judge Kimball that his testimony would be the same as Mr. Woods', so far as the latter went, and, continuing, said Kenyou began to make trouble in the departemnt last August. As he was highly regarded by Secretary Wil-son, Mr. Woods and other officials, includ-ing the witness, efforts were made to keep him in the service. He was taken from the division in which he had been working and assigned to that of Mr. Woods. After remaining there for several months Ken-yon's conduct again became unbearable and after many conversations between the Secretary, the witness and Kenyon the lat-ter was December 15 furloughed indefinitely without pay. This course was taken because it was not desired to place the brand of dismissal upon the young man. Kenyon was also forbidden to enter any of the ouildings of the department except permission of the chief clerk, whose office he was allowed to visit long enough to see whether or not permission would be given

cently from Brazil to defend the case, but After some months Kenyou was allowed to resign and he did so. While on furlough he drew up a paper stating that he (Kenyon) was appointed chief of the division of zoology at a salary of \$2,000 a Peruvian legation, and subsequently called upon her at her residence here, No. 17 East 50th street, where she was living with her year. Several times he presented vouchers for salary which was not due him. And husband, a glass importer. She told him she would obtain a divorce from Mr. Aleo when the money was refused he acted in such a threatening manner toward the disbursing officer, Mr. Frank L. Evans, that the latter secured a policeman's club, which he took to his office for protection

a divorce, and they were married in St. Patrick's Cathedral. This was on July 6, 1882. They went to the Argentine Republic to live. Mr. Carrie said he did not learn against Kenyon. the Agricultural Department, told of saveral occasions on which he was summoned to direct Kenyon to leave the department, hands of counsel. Learning that he could not get a divorce or have his marriage anand that Monday last he was called three times for the purposs. On each occasion Kenyon returned to the building shortly nulled in the Argentine Republic, he came to this city to bring suit. Mrs. Carrie put in after he was ejected Yesterday morning he got to the department before a police-man who had been told to keep Kenyon out testified that Mrs. Carrie called upon her recently and asked her if she would not testify that she had never known her as arrived, and Kenyon slipped into the de-partment and took a seat at his old desk. The witness and a special officer, as soon as the former learned what had been done by Kenyon, took him into custody and sent him to the fourth precinct station, where

> Kenyon's Statement. Judge Kimball called Kenyon to the

he was locked up.

stand and asked him if there was anything he wished to say about the charge against him. Kenyon replied:

"Inasmuch as Col. Geddes and Mr. Woods have gone back for a year in their testimony, I suppose I had better do the same. I was very much surprised one day last August to be told by Dr. Allen, in whose division I then was, that I was using the office force in an ungentlemanly manner. The next day I was called before the Secretary of Agriculture, and we had a John Spqs was his name, and he did his best to pronounce it, but without sufficient

long talk about my affairs.
"The Secretary did not seem to want me to leave the department, and he asked me if I could not suggest a place I could fill. replied that I thought the suggestion should come from him. I was then trans-ferred to Mr. Woods' department, where I remained until December 15, when I was furloughed. Meanwhile, charges which, however, were not true, were made against When I was furloughed I was practically penniless

"While on furlough I drew up a paper to be signed by Secretary Wilson and countersigned by the chief clerk appointing me zoologist of the department, at \$2,000 per year. I did this because I supposed it was in line with what the Secretary meant when he told me to see if I could not suggest a place to which he could appoint me. I asked Col. Geddes to take the paper to the Secretary, which he did, and returned to his own room. Presently the Secretary came into Col. Geddes' office. He looked at Col. Geddes and Col. Geddes looked at the Secretary. The latter left, and Col. Geddes' actions toward me changed instantly. I was put back at work, and remained until February 6, when I resigned and was given \$100, the amount of monthly salary I had been receiving.

"I have a sister in Galesburg, Ill., and an aunt in California, who wanted me to go out there and live. I suppose the \$100 was given to me to pay my way out there and support myself, and I refused to leave this city. I have no recollection of having ever been told to keep out of the department buildings, and have no knowledge that such an order as was testified to by Mr. Harvey was ever issued. "While on furlough I drew up a paper to which would even suggest the sound which the prisoner bore as a name. The court interpreter wrestled without in wain.

"Spell it!" finally demanded Mr. Morle, and the prisoner did. "B p q s."

"How did you get it?" asked the commissioner.

"How did you get it?" asked the commissioner.
"What! the copper?" asked the prisoner.
"No, the S-p-q-s," said the commissioner.
The prisoner gave it up, the was about twenty-four years old, and his clothing was solled and much worn. He seemed hungry, both for sympathy and for food. He said that he lived at No. 500 Carroll street, and that he saw the copper lying on the Cob dock and thought it rubbish.
Spas was held for an examination, and went off to jail with a deputy, not seeming to care very much where he, went or what was his fate. The deputy avoided pronouncing his name by referring to him simply as, "Say, Bill." was ever issued.

Asserts His Right. "I had a perfect right to make out the vouchers I did. And I not only presented

ne set at the disbursing officer's window. but sent another set from New York. I by the accidental discharge of a Kragmanner toward the disbursing officer, and claim that I had every reason to believe that, although I was furloughed, I was connected with the department and did work there during the days covered by the vouchers. During the time I was on furlough, and since I resigned, I got books from the department, my requests being Jorgensen rifle in the hands of Private While cleaning the rifle it was accidentally discharged, the ball striking Bostle on lough, and since I resigned, I got books from the department, my requests being approved by the chief clerk the same as is required for all employes of the department who wish to get books, and this also made me believe I was all the while connected with the department."

Mr. Frank L. Evans, the disbursing officer at the Department of Agriculture, gave information to the court as to the way Kenyen presented to him the vouchers rethe arm and then went through his head, the arm and then went through his head, killing him instantly. It then struck Cummings in the region of the heart, causing internal hemorrhages, from which the soldier died in two hours. Murphy was placed in the guard house, and will be tried by a summary court. He is almost distracted over the accident. The bodies of the victims will be shipped to Gettysburg for burial.

ferred to, and said his procedure was contrary to all the rules of the department.

Judge Kimball asked Kenyon if there was anything further he wished to say, and he replied there was not.

The court stated that the recital by Kenyon of his reasons for drawing up the party of his party of his reasons for drawing up the party of his party of

The court stated that the recital by ken-yon of his reasons for drawing up the pa-per of appointment and various other mat-ters referred to by him were calculated to convince the court that the accused man was of sound mind, but his transactions as to the vouchers on which he tried to col-lect salary not due him made him believe that his mental condition should be inquir-ed into by proper physicians. ed into by proper physicians.

Kenyon was committed to jail to await further proceedings.

REPORT OF HEALTH OFFICE.

Weekly Exhibit of Diseases and Deaths in the District.

The mortality in the District was 147 dur-

ing the last week, of which 84 were whites and 63 colored. The annual death rate was 27.27 for each 1,000 of the population, that for the whites being 22 18, and for the colored 36.90. There were two fatal cases of typhoid fever, two of measles, four of diarrhoea and three of cerebro-spinal meningitis. As compared with the last report, deaths from diseases of the brain and nervous system decreased from 26 to 20, and those from acute lung diseases from 11 to 8, while mortality from affections of the heart increased from 5 to 23.

At the close of last report there were four cases of smallpox in the hospital. During the week one new case was reported and no discharges were made, leaving five cases in hospital at the close of this report. Of diphtheria there were 21 cases in quarantine at the close of last report. During the week 11 new cases occurred and seven were discharaged, leaving 25 cases in isolation in 23 premises.

There were 66 cases of scarlet fever under observation at the close of last report. During the week 12 new cases occurred and 10 were discharged, leaving 68 cases with warning cards in 37 premises.

The mean weather conditions prevailing during the week were: Temperature of the atmosphere, 79 degrees; barometer, 29.90, and relative humidity, 72. The rainfall was .53 of an inch, with southerly winds averaging five miles per hour. On the 4th the thermometer registered 58 degrees, rising to 97 degrees on the 7th. There were 66 cases of scarlet fever un-

ALLEGED VIOLATIONS OF LAW.

Prosecutions to Be Made Upon Filing of Information.

The attention of the District Commissioners was recently invited by the Anti-Saloon League to the fact that the laws regulating the sale of intoxicating liquors are being violated by the keepers of disreputable houses. It is understood the league requested the Commissioners to direct the police department to institute proceedings against the keepers of the houses, and the matter has been the subject of discussion at more than one board meeting of the Commissioners. One of these meetings, it is stated, was held yesterday afternoon, when Major Sylvester, chief

of police, and Mr. James L. Pugh, jr., the prosecuting attorney of the District in the Police Court, were present.

While it is not denied that the laws are being violated in the resorts mentioned, it is understood the Commissioners were informed that Mr. Pugh has positised the league that if cases are presented to him he would prosecute the alleged offenders. It is said the successful prosecution of the keepers of such places is rather difficult, for obvious reasons, but it is stated that Major Sylvester and Mr. Pugh have always been willing to assist in the prosecution of the parties, provided the necessary preliminary steps were taken by the league or by others.

league or by others.

It is understood the Commissioners, after further considering the matter, decided to inform the league that the prosecuting attorney will hereafter promptly issue war rants against the keepers of the disreputa-ble houses upon the filing with him of the necessary and properly supported informa-

ROCKVILLE SEMINARY. Closing Exercises Attract Large Crowd to Town Hall.

Correspondence of The Evening Star ROCKVILLE, Md., June 14, 1899. The town hall was occupied to the extent of its capacity last night by an interesting gathering of the parents and friends of the ville Seminary. 'The hall was prettily decorated with flags, bunting and flowers, and the stage, occupied by the white-clad girls and boys, presented a striking picture.

The exercises, which were opened with grayer and closed with benediction pronounced by Rev. Thomas H. Packard, rector of Christ Episcopal Church, were as as follows:

Song, Where Do All the Daisies Go? by school; salutatory, Cecil Allnutt; recitation. The Dead Doll, Margaret Stokes; recitation, My Best Friend, Louise Viett; recitation, A Mortifying Mistake, Anna Hurley; recita tion, The Boy's Complaint, Cecil Allnut; song, Close Hidden in My Hand It Lies, by the school; Afternoon Tea, Shirley Mason, Anna Allnutt, Elizabeth Offutt, Marjorie Hall, Mattie Packard, Mabel Hilton, Ruth Owens, Mary Lillian Morgan; recitation, "Suffer the Little Children to Come Unto Me," Kate Packard; recitation, The Children's Hour, Fannie Peter; recitation, Grandpapa's Spectacles, Heien Packard; seng, The Blue Bird, by the school;; recitation, Our Nation's Hope, Thomas Dawson; recitation, Our Future Man, Adrian Bru-nette; recitation, The Blue and the Gray, Mary Owens; recitation, Dalsy's Mistake, Emma Carr; recitation, Doll's Danger, Mary Gandy; song Pussy Willow, by the school; dialogue, Making a Pie, Lavinia Dawson, Margaret Stokes, Helen Packard and Cecil Allnutt; song, The Birdies' Ball, by the school; recitation, His Mother's Song, Lavinia Dawson, The Dayson to the Entertaining Hermitic Dayson to the Parket and Parket vinia Dawson; recitation, Entertaining Her Big Sister's Beau, Katherine Taylor; march; award of medals and premiums; song, Red, White and Blue, by the school.

Mrs. Colclazer's Pupils' Musicale.

The pupils of Mrs. May Grim Colclazer gave their closing musicale last evening at Maccabee Temple at 8 o'clock, assisted by Mrs. Cecelia Fentress, soprano, and her pupils. Invitations were limited, but the audience thoroughly enjoyed the program and presentation of medals which followed. The gold medals given for improvement were awarded to Miss Ruby Shaver and Miss Florence Herman. Honorable mention to Miss F. McKericher and Miss Nellie Barrett for proficiency. Others that deserve mention were Miss Mabel Heizer, M. Holmention were miss Mabei Heizer, M. Hol-man, M. McAullif, L. Leapley, Selina and F. Herman, Mae Waldron, M. Walker, B. Finch, Master J. McKericher, Johnny Kraft, Miss E. McDermott, Mae and Irene Engler and Leah Herman. Mr. Walker presented the medals, Mr. Wolff gave vocal relections and Miss Gill a registrion. elections and Miss Gill a recitation

Mr. M. B. Waldo of 308 2d street north-

east, who complained several days ago of the alleged noisy garden parties at St. Joseph's Church, has been informed by the District Commissioners that an investigation by the police department developed the fact that the entertainments are being conducted in an orderly manner. The Com-missioners state that if there should be hereafter any unnecessary noise the man-agement will be requested to reduce it to a

Explorer Attias a Caller. Mr. P. G. P. Attias, who states that he

is an explorer and chief of an African expedition with Prince Zamonim in 1892-95, and who says he is walking around the world without funds, called today upon the District Commissioners for the purpose of paying his respects and to obtain their certificate that he has visited Washington. Mr. Attias is a young Greek, and says he is the correspondent of several continental is the correspondent of several continental newspapers and the editor of the Universal Traveler Without Funds.

Prof. Haupt Repudiates the Interview. Prof. Louis Haupt has written to the President denying the interview which appeared a few days ago relative to the new canal commission appointed by the President to investigate the proposed interoceanic canal routes connecting the Atlantic and Pacific oceans. Prof. Haupt says he never uttered such sentiments as charged to him in the interview. The denial ends the incident and Prof. Haupt will remain on the commission.

Problems Before Commissioners and War Department.

SUGGESTIONS BY COL. C. G. ALLEN

Communication Forwarded by Gen. Wilson With His Approval.

WHARVES AND CHANNEL

The District Commissioners several days ago addressed a letter to Gen. John M. Wilson, chief of engineers, U. S. A., relative to the river front property placed under their charge and control by the act of Congress of March 3, 1899. They informed Gen. Wilson of their consideration of rules and regulations relative to the wharves on the river in front of the city, stating they would be glad to receive any statements or suggestions as to pertinent regulations, and also as to whether such rules and regulations should be the same over the wharf property under the control of the chief of engineers as over that under the control of the District Commissioners.

Gen. Wilson referred the Commissioners' communication to Lieut. Col. Chas. J. Allen. corps of engineers, in charge of the Potomac river improvements, who submitted a report to Gen. Wilson. This report has been forwarded to the District Commissioners with Gen. Wilson's approval.

Col. Allen's Report.

The report is now receiving the consideration of the Commissioners, and is as follows:

"Section 2 of the above mentioned act of March 3, 1899, authorizes the Commissioners of the District of Columbia to establish regulations for the construction of certain wharves. As the charge of improvement of the channels at Washington, as well as of the questions of harbor lines, pertain to this office through assignment of the same by the chief of engineers, it is thought that suggestions herein relating to matters of wharf and bulkhead construction, may not be amiss, though the said construction is not in charge of this office. "The wharf front of the Washington

channel being limited in extent, it is important, both for economy of space, as well as for economy of outlay in wharf construction, that the frontage be utilized to the maximum extent possible. To this and the regulations should provide that, wherever wharves are constructed projecting from the 'buikhead line' toward the channel, or to the 'wharf line,' vessels shall be prohibited from lying along the ends of wharves and be required to lie along the sides of the same, in the slips between adjacent whereves aventing when it tween adjacent wharves, excepting when it may be impossible or impracticable to require such disposition of vessels. Some of the slips may not be long enough to accommodate large vess-ls; and, in addition, it would not do to allow long bowsprits to project beyond the wharf heads (wharf ends) enough to obstruct movements of vessels in the navigation channel. To such regulation, or general rule, exception might be made in the case of tugs or small craft be made in the case of tugs or small craft whose length would not exceed the width of the wharf. This regulation would apply to the Washington channel and Anacostia river. The wharf line has been established for the Washington channel, but the bulk-head line for this channel has not yet been settled upon. Both bulkhead and whart settled upon. Both bulkhead and wharf lines have been established for the Anacos-tia river from its mouth to Pennsylvania avenue bridge. The regulation, however, would not apply to the water front of Georgetown and immediately below Rock creek, where the wharf front is practically all bulkhead, and where the construction all bulkhead, and where the construction of wharves projecting from the bulkheads is not feasible, at present, at least.

Custom of Vessels.

"It is the almost invariable custom in Washington for vessels to lie along the outer ends of wharves, partly, no doubt, because the slips have an insufficient depth of water, so that the practical effect of such a regulation as is here suggested would be to largely increase the mooring capacity of

"This method of docking vessels would require the width of silps between wharves to be sufficient to permit two vessels to lie on the sides of any two adjacent wharves with sufficient water space between to al-low a barge to be brought alongside of

either or to allow one vessel to be warped into the slip while one is lying at the next wharf. The determination of the width of slips would require some investigation of the beam of vessels and steamers coming to this port, but 100 feet might be stated as a probable minimum. a probable minimum.

"It is also suggested that the slips be dredged to the standard depth in the har-

bor. This is now 20 feet at low tide.

"It is suggested that the bulkhead walls be of substantial granite masonry laid on pile and grillage foundations, filled in so far as needed with riprap. in order that the dredged depth of slips may be carried back so that practically the full length of the wharves may be utilized, the founda-tions of the bulkhead walls should be deep. The widths of wharves will, it is as-sumed, vary with the uses to which they are to be adapted. As to construction of wharves, it is suggested that the present dilapidated structures will need to be re-placed at an early day by more substantial constructions. The Virginia pine now quite constructions are for piles has short life. constructions. The Virginia pine now quite commonly used for piles has short life. Georgia pine has longer life, but is perishable. Wharves constructed entirely of timber are not up to modern requirements for harbors of large cities. It is suggested that hollow cast-iron piles be used to support a floor system of steel beams, with the control of the oak or Georgia pine joists and planking, the wharves to be provided with suitable fenders of oak or Georgia pine piles and timber. Steel can be used instead of tim-ber for joists, though the latter has a bet-ter 'cushion' effect.

Construction of Sheds.

"It is suggested, in order to avoid or lessen damage from fire, that the sheds built on wharves be of corrugated iron, with steel posts and roof trusses. The salid wharves now existing on the Washington channel and Anacostia river should be removed and replaced by wharves built on piles, so as to allow the free and full flow of tidal water beneath them. The piles should be of iron, as already mentioned. "The Anacostia river may be regarded as hardly coming within the scope of the sug-gestions derired, but as its wharves are Washington city wharves the way did not

seem clear to leave them out. "In reply to the question as to the appli-cation of the regulations to the wharves inder the charge of the chief of engineers it is suggested that the only wharves under the control of this office are a section of the wall of the tidal reservoir near the foot of 17th street, designated in the act above mentioned, and a construction wharf on section 1 of Potomac Park, near Easby's Point, both of which are intimately con-nected with work in charge of this office. It is therefore recomn.euded that they be not included under the proposed regula-

"Referring to the present standard depth of twenty feet at Washington, the river and harbor act of March 3, 1839, provides for securing a depth of twenty-four feet in the channel of the Potomac river below the city of Washington, in accordance with the project of 1891. The report containing this project also presents an estimate of the cost of deepening the channels at the city of Washington from the present stan-dard of twenty feet to a depth of twentyfour feet. In case Congress should order the latter depth to be obtained at Wash-ington, vessels loaded to that draught would come here, and corresponding wharf accommodations would be required."

Pension to Fireman's Widow. A penelon at the rate of \$30 per month

was today granted to Georgiana Mahorney, widow of James H. Mahorney, a member of the fire department. The pen-sion, which is to date from April 19, 1809, is payable from the firemen's relief fund, and is to continue during the widowhood of the beneficiary.

Frank S. Collins and Eugene E. Gaddis, a real estate firm, were today held by Judge

Kimball in \$100 each to appear for a jury